

# COAST GUARD BULLETIN



Volume 2

WASHINGTON, JANUARY 1943<sup>1</sup>

Number 7

## SECRETARY KNOX SENDS GREETINGS TO NAVY, MA- RINES, AND COAST GUARD

In behalf of the Under Secretary of the Navy, the Assistant Secretaries, the Commander in Chief, United States Fleet, the Vice Chief of Naval Operations, the Commandant of the Marine Corps, the Commandant, United States Coast Guard, and all Chiefs of Bureaus, and in my own behalf, I wish all hands a Merry Christmas and a Happy New Year. I need not rehearse the events of the past year except to say that you have measured up to all expectations. We all share your hope that next year the holiday season will be observed under different circumstances.

FRANK KNOX,  
*Secretary of the Navy.*

## ARMY-NAVY PLANS FOR COLLEGE TRAINING OF QUALIFIED INDUCTEES

To counteract the future shortage of college-trained men which will result from the recent lowering of the draft age, the War and Navy Departments have just announced a new training program which will utilize the nation's college facilities and provide training for men inducted into the military services. Those men who are taken into the Army, Navy, Marine Corps, and Coast Guard, and who are qualified for specialized education of college grade, will be sent to colleges and universities under contractual arrangements now being perfected.

Plans for the new training program have been completed, following consultations with many educators, the staff of the War Manpower Commis-

sion, the Office of Education, a committee of the American Council on Education, and the Navy Advisory Council on Education. The War and Navy Departments will continue to rely on these same resources for further assistance in the administration of these plans.

Colleges and universities possessing the facilities for participation in the educational program will be granted contracts to furnish instruction in curricula prescribed by the respective services as well as to furnish housing and messing facilities. Men detailed by the armed services for schooling will be on active duty and under general military discipline. They will wear their uniforms and will receive the pay of their rank or rating.

The rules and regulations governing the selection of the institutions of higher learning which will engage in this work will be prescribed by the Chairman of the War Manpower Commission after consultation with the Secretary of War and the Secretary of the Navy.

The Navy college-training program is designed to use the facilities of selected colleges and universities for the training of prospective officer candidates in the Navy, the Marine Corps, and the Coast Guard. Under this plan, high-school graduates, or others of satisfactory educational qualifications, having established their mental, physical, and potential officer qualifications, will be inducted as apprentice seamen or privates, placed on active duty with pay, and assigned to designated colleges and universities.

Under this plan the Navy will be able to train young men of superior ability to become officers and specialists. Selection will be made from the

<sup>1</sup> Published with the approval of the Director of the Budget.

country's best qualified young men on a democratic basis without regard to financial resources.

Candidates will be selected from high-school graduates, or students having equivalent formal education, 17 through 19 years of age. The various geographical areas of the country will be assigned quotas on the basis of population. Men already enlisted, between 17 and 22 years of age, who have proper educational qualifications and are recommended by their commanding officers, are eligible to apply for schooling.

Candidates who are successful will be assigned to active duty at colleges and universities for instruction. The preference of any candidates for particular colleges will be respected as far as possible. Candidates may also express their choice of branches of the service at the time of enlistment, but this preliminary choice will not be binding on them or the Navy Department. Demonstrated ability and counseling during the first 8 months of the program will be considered in ultimate assignments. During their attendance at the college or university, which must accept all men ordered to it for training, the men will wear uniforms and receive regular pay of the lowest enlisted grade. Quarters, food, and medical service, as well as instruction, will be provided under contracts entered into by the Navy with the various institutions. Men assigned to this program are eligible at any time for transfer at their own request to aviation training.

Officer material for the various branches of Naval, Marine, and Coast Guard service, including aviation cadets, engineer and deck officers, engineer specialists, medical and dental officers, supply corps officers and chaplains, will be instructed through specially designed programs of study. With the exception of medical and dental officers, engineering specialists, and chaplains, the length of the programs of study will be from 8 to 24 months, depending on the requirements of the several branches of the Navy. Courses for the first 8 months will be similar for all students and will emphasize fundamental college work in mathematics, science, English, history, engineering drawing, and physical training. Each scholastic term will be of 16 weeks' duration.

General instruction in the organization of the Navy, Marine Corps, and Coast Guard, will also be given to the students. At least one naval officer will be assigned to each college selected.

At the end of the first 8 months, the Navy will give achievement examinations. These are in addition to the examinations given by the universities and colleges. The result of the achievement examinations will be determinative in making further assignments. Any student who fails to maintain a satisfactory standing in his program of studies will be transferred from the College Training Program to some other active duty.

Upon satisfactory completion of their college training, all students will be assigned to additional specialized training in the Navy, Marine Corps, or Coast Guard. If found qualified at the completion of this latter training period they will be commissioned as officers in the appropriate Reserve.

Young men in civilian life who are interested in the Navy College Training Program must meet the following requirements: Be male citizens of the United States, 17 through 19 years of age as of the date of enlistment or induction; be organically sound, without physical disabilities, and have not less than 18/20 vision; be prepared to undertake a rigorous program of education on the college level.

#### **COMMANDANT ELECTED TO GOVERNING BOARD OF U. S. POWER SQUADRONS**

The election of Vice Admiral R. R. Waesche, Commandant of the Coast Guard, to the Governing Board of the United States Power Squadron, reaffirms the close relationship which has existed for some years between the Coast Guard and the Nation's principal yachting organization. The Commandant's acceptance of this post comes at a time when the Coast Guard is particularly interested in the nautical training program which the Power Squadrons have organized on a national basis, and when a very substantial number of Squadron members are serving in the Coast Guard, the Coast Guard Reserve, and the Coast Guard Auxiliary.

Admiral Waesche has been actively interested in the Power Squadrons ever since his appointment as Commandant of the Coast Guard, because of the organization's avowed policy of cooperation between yachtsmen and small-boat owners and the nautical agencies of the Government. This interest became intensified when the Coast Guard Reserve, an organization now known as the Coast Guard Auxiliary, was first established, because of the similarity of

purpose of the two organizations. Both the Reserve (now Auxiliary) and the Squadrons had for their purpose the promotion of safety at sea through the better education of small-boat operators in seamanship, navigation, and small-boat handling.

As the training, which the present Coast Guard Auxiliary afforded its members, prepared them for the many wartime duties which they have now assumed, so also did the training of the members of the various local units of the United States Power Squadrons prepare them for similar military service. The Squadron navigation classes, of which there are four major and several minor categories, have provided and still provide most effective training along nautical lines immediately useful to all members who enter the Coast Guard, the Navy, or the nautical branches of the other military services.

The present educational program of the United States Power Squadrons has, since the beginning of the present war, been thrown open without charge to all persons intending to join any military service. Its classes are also being used by many men already in uniform as refresher courses.

#### SECOND ICEBREAKING CUTTER SOON TO BE LAUNCHED

The first of four large icebreakers, now being built for the Coast Guard by the Western Pipe and Steel Co., of Los Angeles, Calif., in accordance with the terms of a contract negotiated in December 1941 was launched at that company's yard at Los Angeles on December 28, 1942. The new vessel, which has been named the *Northwind*, was sponsored by Mrs. Rutherford B. Lank, Jr., wife of Commander R. B. Lank, Jr., chief of the Construction and Repair Section of the Matériel Division at Coast Guard Headquarters.

The second vessel of this fleet, the *Eastwind*, will be launched at the same yard sometime in January, and Mrs. Edward H. Thiele, wife of Commander E. H. Thiele, U. S. C. G., has been invited to christen this cutter. Commander Thiele has been closely associated with the design of the Coast Guard's ice-breaking ships. The *Eastwind* will be followed in the near future by the remaining two icebreakers, the *Southwind* and *Westwind*.

All four of the new icebreakers, which have the greatest displacement tonnage of any Coast Guard vessel, will have a length over-all of 269 feet, a beam of 63 feet 6 inches, a draft of 25 feet 9 inches and a displacement of

5,300 tons. On each ship Diesel electric drive developing a total of 10,000 horsepower will turn three propellers, one forward and two aft.

The vessels have been constructed to proceed through field ice as well as pack ice. Seaworthiness of the vessels has been considered of secondary importance as compared with ice worthiness. However, the vessels will be capable of good performance in open water in accordance with normal standards for this type of ship. Their cruising radius at full power in open water will be about 11,000 miles.

#### SPARS TO RELEASE OFFICERS AND MEN FOR SEA DUTY

Over 4,000 positions in the Coast Guard now held by men qualified for sea duty are expected to be filled by members of the SPARS, the new Women's Reserve of the Coast Guard, now being organized. Among the positions which these women will soon be qualified to fill are many now held by yeomen, radiomen, storekeepers, and seamen engaged in clerical work.

Recruiting and officer procurement for the SPARS is now under way and will be accomplished through naval facilities already established for the recruitment of the Navy's own WAVES. SPARS and WAVES will be trained together at the same schools and colleges. Their uniforms will be similar except for insignia. Segregation will not take place until the close of the training periods and the first assignment to actual duty.

All women who enlist in the SPARS will be given 6 weeks of preliminary training at colleges now being used by Navy WAVES. During this period they will be indoctrinated into the military way of life and prepared mentally and physically for the tasks which they will be expected to perform. Following this preliminary training, the women enlistees will either enter on duty as seamen or they will go to various schools for specialized training as yeomen, radiomen, or storekeepers. After 6 months enlisted personnel are eligible to apply for commissions. Those qualified will be given additional training.

All candidates for commissioning in the SPARS will receive their normal training at the WAVE school at Northampton, Mass. Special indoctrination training will be given at this school by Coast Guard officers.

SPARS will serve only at noncombatant units of the Coast Guard. They will not be sent beyond the continental limits of the United States or assigned

to duty afloat. Eventually girls may be trained to serve as pharmacist's mates, gunner's mates, commissary stewards, or in any other ratings, the duties of which can be performed by women.

The requirements for admission to the SPARS are much the same as for the WAVES. The principal difference between the two is that SPAR officer candidates are not required to have had two years of mathematics.

An officer candidate for the SPARS must: Be under 50 years of age and not less than 20 years of age; be native-born or a naturalized citizen; have no children less than 18 years of age; possess a college degree or acceptable business or professional experience; furnish three character references; submit a record of occupations since leaving school; if unmarried, agree not to marry until the completion of training.

Requirements for enlistment are the same as those for officer candidates except in the age, educational, and physical categories. They must: Be under 36 years of age and not less than 20 years of age; have 2 years of high school or business school education or have acceptable business experience as a substitute; be not less than 5 feet in height and not less than 95 pounds in weight.

#### **NEW CIVILIAN PAY INCREASE HELPS WAR BOND PROGRAM**

The recent Act of Congress, providing for increases in pay for civilian employees of the Federal Government has given new impetus to the purchase of War Bonds by Headquarters personnel. The Coast Guard, already having the highest percentage of participation of any of the large Bureaus of the Navy in the city of Washington, will undoubtedly be able to maintain this lead.

Cancellations and suspensions, of which there had been a small percentage, and which were expected to be more numerous as 1943 and the higher taxes approached, have shown no marked increase. Employees are also showing a willingness to pledge 10 percent of the additional pay which they will soon receive.

On December 31, the percentage of participation of employees of Coast Guard Headquarters in the War Bond purchase plan was 86.6 percent, in addition to which there were a number of new pledges not yet in effect.

A special drive was made to sell additional War Bonds to celebrate

Pearl Harbor Day. At Coast Guard Headquarters, civilians and officers put over \$8,000 into bonds, in addition to those purchased through pay-roll deduction or allotment plans.

#### **EDUCATIONAL REQUIREMENTS FOR ENLISTED WOMEN ARE REDUCED**

Educational requirements for enlisted women in the Coast Guard Reserve have been lowered to include women with only 2 years of high school education.

The modification of the former rule requiring a high school diploma has been made because it is felt that present requirements are unnecessarily rigid for certain types of work now to be done.

Women applying for ratings in the Coast Guard will be assigned to the various specialist schools in accordance with the results of aptitude tests given at the preliminary training center.

#### **FIRST CONVICTION FOR RECKLESS OPERATION SECURED UNDER MOTORBOAT ACT**

The recent conviction of the captain of a tug for reckless operation of his vessel, the first such conviction under the Motorboat Act of April 25, 1940, Sec. 13-14 (title 46 U. S. C. 526 l-m), demonstrates the effectiveness of this recent legislation in bringing offenders of this class to account. In the past, the reckless operation of vessels in waters of the United States was punishable only to the extent of the penalties provided for infringement of the Pilot Rules, even where such operation endangered property and the lives of persons. The penalties provided for nonobservance of the Pilot Rules did not exceed \$200 except that forfeiture of the offending craft might also be enforced, but in many cases the value of the vessel forfeited was purely nominal.

Under the new act reckless operation of water craft is classed as a misdemeanor and the courts may impose fines up to \$2,000 and imprisonment up to 1 year.

The first successful prosecution under title 46, that of a captain of a tug, covered the operation of that vessel in the Elizabeth River, near Norfolk, Va., towing several barges which were without lights.

**JOHN B. LINDHE RETIRES**

John B. Lindhe, United States shipping commissioner at New Orleans, La., for the past 19 years, retired on December 31, 1942, after 37 years in Government service. Mr. Lindhe entered the Federal service in 1905 and was employed as master aboard vessels of the U. S. Army Engineers. In 1915, he transferred to the Panama Canal where he served as master of vessels and also as junior engineer and as pilot. During the World War he served with the Navy in the Panama Canal area and at the termination of the war went back to his civilian occupation. In 1923 he transferred to the Bureau of Navigation of the Department of Commerce, and was appointed United States shipping commissioner at New Orleans, La., by the President. His service with the Coast Guard began with the consolidation of certain functions of the Bureau of Marine Inspection and Navigation of the Department of Commerce with the Coast Guard in February 1942.

**TWO SPARS SWORN IN FOR  
DUTY AT COAST GUARD  
HEADQUARTERS**

After being sworn into the Women's Reserve of the Coast Guard Reserve by long distance telephone, Lt. Helen B. Schleman, former Director of Residence Halls for Women at Purdue University, has reported for duty in Washington. At the same time Yeoman (third class) Dorothy Edith Lorne Tuttle reported for duty in the office of Lt. Comdr. Dorothy C. Stratton, U. S. C. G. R., Director of the Women's Reserve. These three are the only SPARS serving at Coast Guard Headquarters to date.

Lieutenant Schleman was born in Francesville, Ind., and is a graduate of both Northwestern University and Wellesley College. She taught for 6 years at Ohio State University before going to Purdue. She was at her home in Lafayette, Ind., when the oath of acceptance was administered by telephone from Washington by Capt. N. R. Stiles, U. S. C. G. Lieutenant Commander Stratton served as witness.

Yeoman Tuttle, whose home is in Washington, D. C., was born in Prince Rupert, British Columbia. She lived in Seattle, Wash., most of her life, and holds a degree from the American Institute of Banking. Before entering the Coast Guard Service, Yeoman Tuttle was assistant to the auditor of the Bank of Commerce and Savings in Washington, D. C.

**COAST GUARD AUXILIARY  
AIDS IN PORT OF SAN  
FRANCISCO CLEAN-UP**

The city of San Francisco can now take pride in having one of the cleanest harbors in the world, thanks to the efforts of the members of the Coast Guard Auxiliary aided by private yachtsmen of the San Francisco Bay area. Approximately 250 boats, of which 180 were Auxiliary units, participated in the Driftwood Clean-up Drive which took place during November.

For the purpose of the clean-up, the bays and rivers of the port of San Francisco were laid out in 15 zones. Commanders of Coast Guard Auxiliary Flotillas were placed in charge of each zone with a regular Coast Guard patrol boat to aid them. The commanders in turn divided their zones into sections, allotting individual boats to these sections. Non-Auxiliary units were allotted to the different zones and placed under the orders of the commanders.

Through the cooperation of the Captain of the Port's office, receiving stations were located in advantageous places throughout the Bay with Coast Guard personnel on duty to handle the debris received. Despite the fact that weather conditions were bad, rain squalls and choppy seas, so much debris of all sizes up to 90-foot logs were accumulated at the different receiving stations that men and equipment were employed for more than a week removing it.

The success of the clean-up drive has again demonstrated the very important contributions now being made to the Nation's war effort by Coast Guard Auxiliary units throughout the country.



## MERCHANT MARINE INSPECTION ACTIVITIES

### AMENDMENTS TO SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

The following amendments to Subchapter O were published in the Federal Register, dated December 12, 1942, and December 22, 1942.

#### PART 153—BOATS, RAFTS, AND LIFESAVER APPLIANCES; REGULATIONS DURING EMERGENCY

Section 153.6 (s) is amended to read as follows:

153.6 *Additional equipment for lifeboats on ocean and coastwise vessels.*

(s) *Fishing kit.*—On every ocean vessel of over 3,000 gross tons there shall be provided in each lifeboat one approved fishing kit consisting of the following equipment:

1 lampwick jig, complete with 9/0 hook, wire leader, swivel and lock-fast snaps.

1 feather jig, complete with 8/0 hook, wire leader, swivel and lock-fast snaps.

100' 36-thread hawser laid tarred line.

1 two-tined fish grain with ferrule and eye, hot-rolled steel, tempered.

NOTE: All of the above shall stand a minimum test of 90 lbs.

12 assorted hooks, two #3, two #2, two #1, two #1/0, two #3/0, and two #6/0.

All materials shall be protected against or resistant to corrosion.

This material shall be packed in a waterproof can with the following inscription: "Emergency Fishing Kit—Open Only for Actual Emergency Use or for Inspection."

Section 153.7 is amended by the addition of a new paragraph (j) reading as follows:

153.7 *Additional equipment for life rafts on ocean and coastwise vessels.*

(j) *Fishing kit.*—On every ocean vessel of over 3,000 gross tons there shall be provided in each life raft one approved fishing kit consisting of the following equipment:

1 lampwick jig, complete with 9/0 hook, wire leader, swivel and lock-fast snaps.

1 feather jig, complete with 8/0 hook, wire leader, swivel and lock-fast snaps.

100' 36-thread hawser laid tarred line.

1 two-tined fish grain with ferrule and eye, hot-rolled steel, tempered.

NOTE: All of the above shall stand a minimum test of 90 lbs.

12 assorted hooks, two #3, two #2, two #1, two #1/0, two #3/0, and two #6/0.

All materials shall be protected against or resistant to corrosion.

This material shall be packed in a metal waterproof can with the following inscription: "Emergency Fishing Kit—Open Only for Actual Emergency Use or for Inspection."

Section 153.22 is amended to read as follows:

153.22 *Removal of calcium water lights.*—All calcium type self-igniting water lights shall be removed from all ocean and coastwise vessels and shall be replaced with approved electric water lights.

## EQUIPMENT APPROVED BY THE COMMANDANT

The following items of equipment for the better security of life at sea have been approved by the Commandant, United States Coast Guard, and published in the Federal Register dated December 2, 1942.

*Lifeboat.*

Tregoning Boat Co., Seattle, Wash., 12' x 5' x 2.25' metallic lifeboat, Type "OMS" (drawing No. 444, dated June 11, 1942).

*Life floats.*

Atlantic-Pacific Mfg. Corp., Brooklyn, N. Y., 10-, 15-, 25-, and 40-person elliptical balsa wood life floats (drawing dated September 14, 1942).

Modern Bell Co., Huntington Park, Calif., 10-person rectangular balsa wood lifeboat, Model SK (drawing No. 6614, dated November 1942); and 12-person rectangular balsa wood life float, Model SK (drawing No. 6615, dated November 1942).

Modern Cabinet Co., Huntington Park, Calif., 15-person rectangular balsa wood life boat, Type SK (Navy Dept. Dwg. No. SK-018309).

L. A. Young Spring & Wire Corp., Oakland, Calif., 25-, 40-, and 60-person tubular steel life boats Type C (drawing No. 1709, dated October 22, 1942).

*Ring life buoys.*

Dodge Cork Co., Inc., Lancaster, Pa., Type "B" 30-inch cork ring life buoy (drawing No. 2, dated September 18, 1942), Approval No. B-172; and Type "C" 30-inch cork ring life buoy (drawing No. 3, dated September 19, 1942), Approval No. B-173.

*Bilge pump for lifeboats.*

Blackmer Pump Co., Inc., Grand Rapids, Mich., No. PA202 pump for lifeboats (drawing dated October 30, 1942).

*Parachute cartridge flares.*

Triumph Explosives, Inc., Elkton, Md., parachute cartridge flares.

ITEMS EXAMINED BY MERCHANT MARINE INSPECTION SECTION  
AND FOUND SUITABLE FOR MARINE USE

## AFFIDAVITS FILED

*Fittings.*

Weatherhead Company, Cleveland, Ohio.  
A-1 Bit & Tool Co., Houston, Tex.

*Flanges.*

Associated War Producers, Portland, Oreg.  
Steel Construction Co., Portland, Oreg.

*Flanges and fittings.*

Northwest Machine Works, Tacoma, Wash.

*Grease extractors.*

Turl Iron & Car Co., Inc., Newburgh, N. Y.

*Nozzles.*

Western Pipe & Steel Co., Los Angeles, Calif.

*Strainers.*

Nadler Foundry & Machine Co., Inc., Plaquemine, La. (this includes listing published in the September 1942 BULLETIN, p. 36).

*Valves and fittings.*

Bethlehem Steel Company, Shipyards at Hoboken, N. J., Staten Island, and 27th and 56th Streets, Brooklyn, N. Y.  
Gray Tool Co., Houston, Tex.  
Portland Iron Works, Portland, Oreg.

## ACCEPTABLE FUSIBLE PLUGS

Glasgow Iron Works & Supply Co., New York, N. Y., Heat No. 461.

## AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

There was published in the Federal Register during the period from November 18 to December 22, 1942, the following enumerated material which concerned the activities of the Coast Guard. Reprints are not available for distribution to the public but copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C.

Publication date	Subject	Title and parts amended
Nov. 21.....	Amendments to emergency regulations for boats, rafts, etc., and approval of lifesaving devices.	Title 46, part 153.
Dec. 2.....	Approval of lifesaving devices.	None.
Dec. 12.....	Emergency fishing kits for lifeboats and life rafts.	Title 46, part 153.
Dec. 22.....	Amendments to regulations for security of ports and control of vessels in navigable waters of United States.	Title 33, part 6.
Dec. 22.....	Amendment to emergency regulations removing calcium water lights.	Title 46, part 153.





